

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claim 1 (currently amended): A split type-connecting rod that holds a crank-pin through a bearing having a first protrusion and a second protrusion, comprising:

a first locking groove that locks the first protrusion of said bearing when said bearing rotates forward in a circumferential direction of a crank-pin hole; and

a second locking groove that locks the second protrusion of said bearing when said bearing rotates backward in the circumferential direction of the crank-pin hole; and

a large end portion including a rod portion and a cap portion; wherein

said first locking groove and said second locking groove are deviated from each other in said circumferential direction; and

said first locking groove and said second locking groove are arranged to extend over both of the rod portion and the cap portion when the large end portion is fractured and split into said rod portion and said cap portion.

Claim 2 (currently amended): The split type-connecting rod according to claim 1, wherein further comprising a large end portion including a rod portion and a cap portion, wherein said first locking groove and said second locking groove are arranged to extend over both of the rod portion and the cap portion when a large end portion is fractured and split into said rod portion and said cap portion, said first locking groove is deviated to said rod portion side and said second locking groove is deviated to said cap portion side.

Claim 3 (currently amended): The split type-connecting rod according to claim 1, wherein when said bearing is split, said first protrusion locked by said first locking

December 29, 2006

Reply to the Office Action dated September 29, 2006

Page 3 of 12

groove and said second protrusion locked by said second locking groove are arranged separately on separate portions of said bearing that has been split.

Claim 4 (currently amended): The split type-connecting rod according to claim 1, wherein the bearing is substantially ring-shaped and disposed on an inner circumferential surface of the crank-pin hole.

Claim 5 (currently amended): The split type-connecting rod according to claim 1, wherein the bearing includes a rod portion and a cap portion which are divided along a splitting line of said bearing.

Claim 6 (currently amended): The split type-connecting rod according to claim 5, ~~wherein further comprising at least two of the first locking grooves are provided on a first side of the splitting line and at least two of the second locking grooves are provided on a second side of the splitting line.~~

Claim 7 (currently amended): The split type-connecting rod according to claim 1, wherein the first and second locking grooves are substantially arc-shaped.

Claim 8 (currently amended): The split type-connecting rod according to claim 1, wherein the first and second protrusions are locking lugs.

Claim 9 (currently amended): The split type-connecting rod according to claim 1, wherein the first and second locking grooves are arranged to prevent the bearing from moving in said circumferential direction.

Claim 10 (currently amended): The split type-connecting rod according to claim 1, wherein a valley is formed on said inner circumferential surface of the crank-pin hole,

December 29, 2006

Reply to the Office Action dated September 29, 2006

Page 4 of 12

the valley includes a base portion, and a fracture starting point groove formed at the base portion of said valley.

Claim 11 (currently amended): The split type-connecting rod according to claim 10, wherein a width of said fracture starting point groove is less than a width of said valley.

Claim 12 (currently amended): The split type-connecting rod according to claim 1, wherein the split type connecting rod is a nut-less type of connecting rod that is made of one of a forged material, a cast material and a sintered material.

Claim 13 (currently amended): The split type-connecting rod according to claim 10, further comprising a small end portion and a large end portion, wherein the large end portion includes the valley and the fracture starting point groove is formed in the large end portion.

Claim 14 (currently amended): The split type-connecting rod according to claim 10, wherein a pair of the fracture starting point grooves are formed on the inner circumferential surface of the crank-pin hole.

Claim 15 (currently amended): The split type-connecting rod according to claim 10, wherein the valley includes a pair of sloped portions.

Claim 16 (currently amended): The split type-connecting rod according to claim 15, wherein the sloped portions define chamfers for guiding the bearing.

Claim 17 (currently amended): The split type-connecting rod according to claim 15, wherein the sloped portions have curved shapes.

December 29, 2006

Reply to the Office Action dated September 29, 2006

Page 5 of 12

Claim 18 (currently amended): The split type-connecting rod according to claim 15, wherein the sloped portions have swelled, rounded shapes.

Claim 19 (currently amended): The split type-connecting rod according to claim 10, wherein the valley has a concave shape in an upper corner thereof.

Claim 20 (currently amended): The split type-connecting rod according to claim 10, wherein the valley has a rectilinear shape in an upper corner thereof.

Claim 21 (currently amended): An engine comprising the split type-connecting rod according to claim 1.

Claim 22 (currently amended): A vehicle comprising the split type-connecting rod according to claim 1.

Claim 23 (new): The split connecting rod according to claim 1, wherein the first locking groove and the second locking groove are arranged inwardly from an edge of the crank-pin hole in an axial direction of the crank-pin hole.

Claim 24 (new): The split connecting rod according to claim 1, wherein the first and second locking grooves are arranged to prevent the bearing from moving in an axial direction of the crank-pin hole.

Claim 25 (new): A split connecting rod that holds a crank-pin through a bearing having a first protrusion and a second protrusion, comprising:

a first locking groove that locks the first protrusion of said bearing when said bearing rotates forward in a circumferential direction of a crank-pin hole;

a second locking groove that locks the second protrusion of said bearing when said bearing rotates backward in the circumferential direction of the crank-pin hole; wherein

the split connecting rod includes only the first locking groove and the second locking groove on a first side of the crank-pin hole and no locking grooves on a second side of the crank-pin hole.

Claim 26 (new): The split connecting rod according to claim 25, further comprising a large end portion including a rod portion and a cap portion, wherein said first locking groove and said second locking groove are arranged to extend over both of the rod portion and the cap portion when a large end portion is fractured and split into said rod portion and said cap portion, said first locking groove being deviated to said rod portion side and said second locking groove is deviated to said cap portion side.

Claim 27 (new): The split connecting rod according to claim 25, wherein when said bearing is split, said first protrusion locked by said first locking groove and said second protrusion locked by said second locking groove are arranged separately on separate portions of said bearing that has been split.

Claim 28 (new): The split connecting rod according to claim 25, wherein the bearing is substantially ring-shaped and disposed on an inner circumferential surface of the crank-pin hole.

Claim 29 (new): The split connecting rod according to claim 25, wherein the bearing includes a rod portion and a cap portion which are divided along a splitting line of said bearing.

Claim 30 (new): The split connecting rod according to claim 25, wherein the first and second locking grooves are substantially arc-shaped.

Claim 31 (new): The split connecting rod according to claim 25, wherein the first and second locking grooves are arranged to prevent the bearing from moving in said circumferential direction.

Claim 32 (new): The split connecting rod according to claim 25, wherein the first locking groove and the second locking groove are arranged inwardly from an edge of the crank-pin hole in an axial direction of the crank-pin hole.

Claim 33 (new): The split connecting rod according to claim 25, wherein the first and second locking grooves are arranged to prevent the bearing from moving in an axial direction of the crank-pin hole.